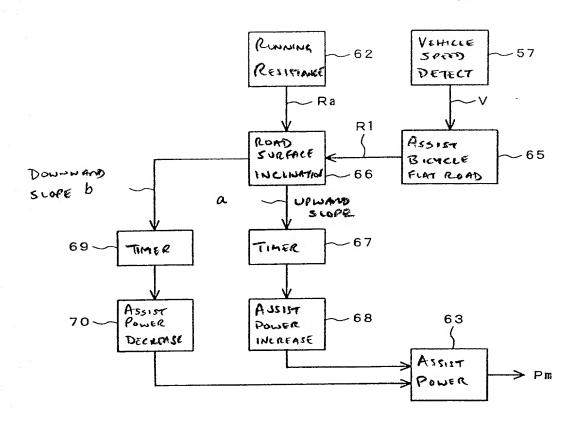


FIG. 5



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t 3'

FIG. 7

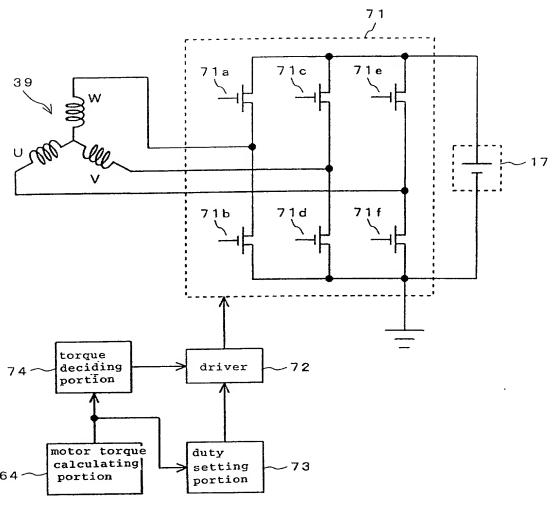


FIG. 8

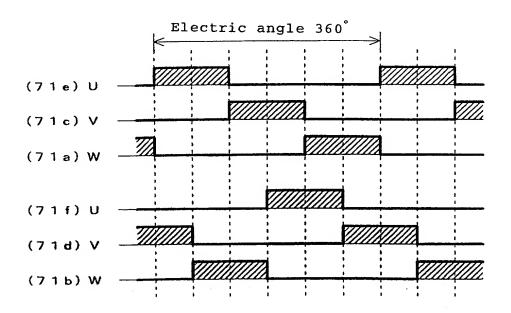


FIG. 9 START VEHICLE SPEED RI- MISSIST RUNNING RESISTANCE RI-BICYCLE PUNNING RESISTANCE -S3 $\Delta V \leftarrow (V - V - 1)$ Tat LEG POWER -S4 NCR-CRANK ROTATION -S5 T0←f (Ta, NcR) -S6 Nm- motor rot, number T-1- read out motor targue $Pw \leftarrow (Ta \times NcR \times k1) + (T-1 \times Nm \times k2)$ -S9 Ra←f (Pw. ∆V. V) Upward slage downward slope _S10 road Sortace inclination S11~ F1 = 0F0 = 0~S17 C Alat road S12 S18 F0=1? F1 = 1?N N S13~ K←1.2 √S19 K-0.8 S14~ $n \leftarrow n + 1$ **/**\$20 $m \leftarrow m + 1$ S15 S21 n=5? m=3? Y F0←1 S16~ F1-1 ~S22 n = 0m = 0

FIG. 10 -S23 INCLINATION COEFFICIENT 2 BRAKE SWITCH ON ? \$ \$24 √S25 K←K×1.2 √S26 Rr←Rr×K -S27 Pm←Ra-Rr -S28 T←f (Pm, Nm) S29 $T \leftarrow T + T0$ **/**S30 TIMING CONTROL DUTY -S31 ←|T| S32 Downward Slote ≦5 k m/ N -S33 OUTPUT TO MOTOR END

FIG. 11

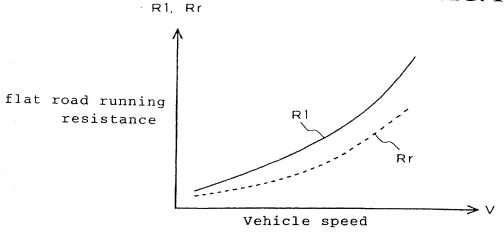


FIG. 12

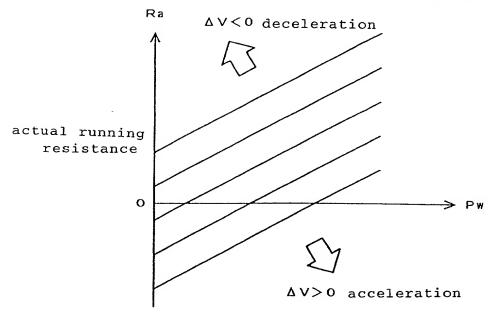


FIG. 13

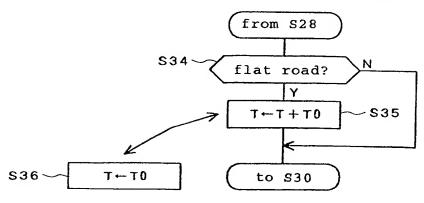


FIG. 14

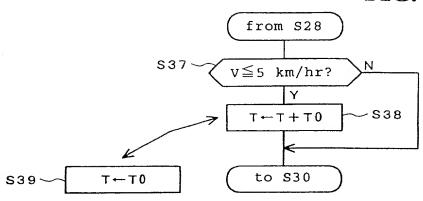


FIG. 15(a)

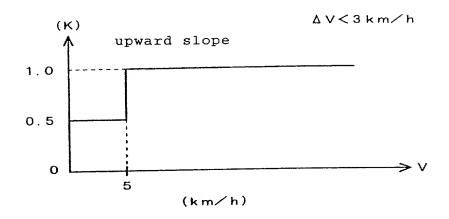


FIG. 15(b)

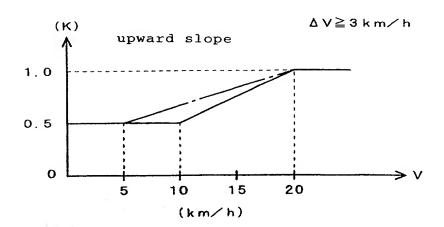


FIG. 16

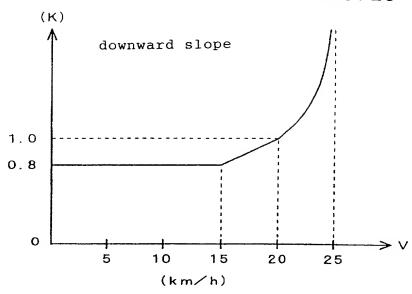


FIG. 17 ass ist Power calculation 56 Ra, R1, V rotational material Motor torque number calculation breitorgo 64Astate 75 Ph-Тa lespower NcR-) 53 Crank rotational number

FIG. 18

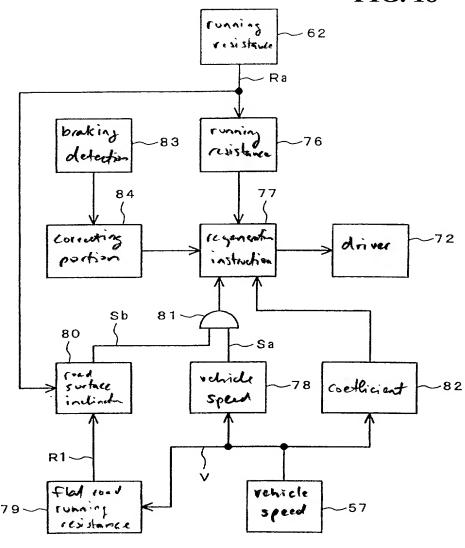
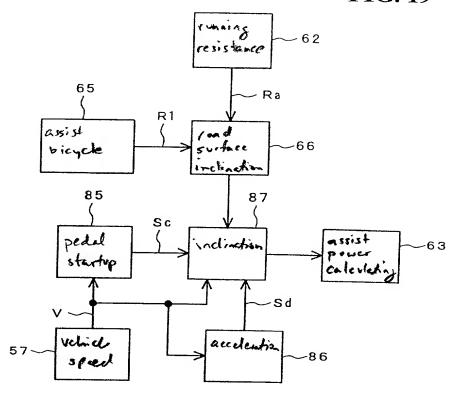
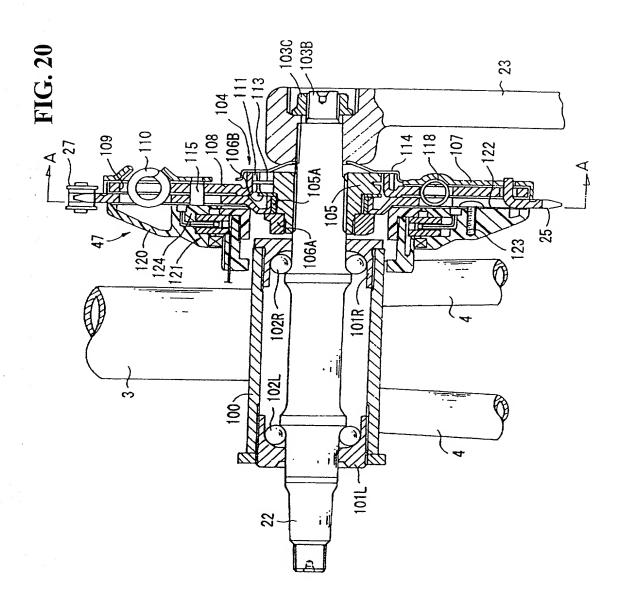


FIG. 19





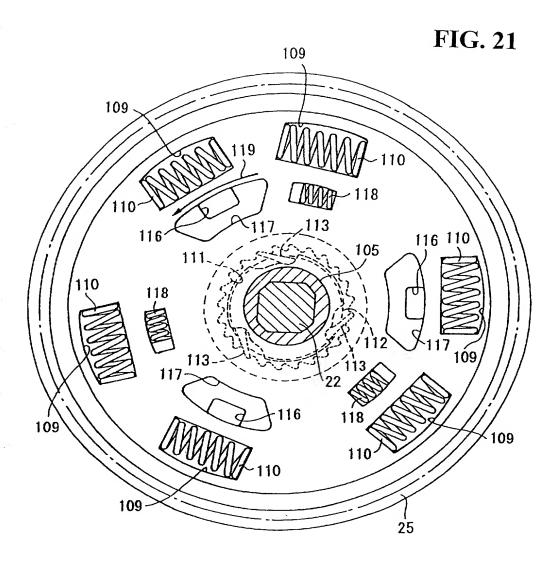


FIG. 22

